Luzerne County Transportation Authority (L)

ID Number: 3015

315 Northampton Street Kingston, PA 18704-5489

System Wide Information

Executive Director (570)288-9356

Chief Executive Officer: J. Kevin Boylan,

Modal Information

General Information		Financial Information		Characteristics		Demand
					Bus	Response
Urbanized Area (UZA) Statistics — 1	990 Census	Fare Revenues Earned		Operating Expense	\$3,857,608	\$73,360
ScrantonWilkes-Barre, PA		Directly Operated	\$701,336	Capital Funding	\$1,506,799	\$0
Square Miles	201	Purchased Transportation	14,476	Annual Passenger Miles	12,566,993	49,390
Population	388,225	Total Fare Revenues Earned	\$715,812	Annual Vehicle Revenue Miles	971,689	54,250
Population Ranking out of 405 UZA's 75				Annual Unlinked Trips	3,268,307	7,882
		Sources of Operating Funds Expended		Average Weekday Unlinked Trips	11,498	28
		Passenger Fares	\$715,812	Annual Vehicle Revenue Hours	65,205	3,941
		Local Funds	361,462	Fixed Guideway Directional Route Miles	0.0	N/A
Service Area Statistics		State Funds	2,347,945	Vehicles Available for Maximum Service	39	19
Square Miles	56	Federal Assistance	385,479	Average Fleet Age in Years	8.0	3.6
Population	202,521	Other Funds	124,578	Vehicles Operated in Maximum Service	31	4
-,	- ,-	Total Operating Funds Expended	\$3,935,276	Peak to Base Ratio	1.0	N/A
			********	Percent Spares	26%	375%
Service Consumption				Incidents	41	0
Annual Passenger Miles 12,616,383		Summary of Operating Expenses		Patron Fatalities	0	0
Annual Unlinked Trips 3,276,189		Salaries, Wages and Benefits	\$3,154,503	1 diform atamites	0	Ŭ
•		, 3		Performance Measures		
Average Weekday Unlinked Trips 11,526		Materials and Supplies	359,462	Performance weasures		
Average Saturday Unlinked Trips 6,383 Average Sunday Unlinked Trips 0		Purchased Transportation	73,360			
		Other Operating Expenses	343,643	Service Efficiency		***
		Total Operating Expenses	\$3,930,968	Operating Expense per Vehicle Revenue Mile	\$3.97	\$1.35
				Operating Expense per Vehicle Revenue Hour	\$59.16	\$18.61
Service Supplied		Reconciling Cash Expenditures	\$4,308			
Annual Vehicle Revenue Miles	1,025,939			Cost Effectiveness		
Annual Vehicle Revenue Hours	69,146	Sources of Capital Funds Expended		Operating Expense per Passenger Mile	\$0.31	\$1.49
Vehicles Available for Maximum Ser		Local Funds	\$50,228	Operating Expense per Unlinked Passenger Trip	\$1.18	\$9.31
Vehicles Operated in Maximum Serv		State Funds	251,132			
Base Period Requirement 31		Federal Assistance	1,205,439	Service Effectiveness		
		Total Capital Funds Expended	\$1,506,799	Unlinked Passenger Trips per Vehicle Revenue	Mile 3.36	0.15
				Unlinked Passenger Trips per Vehicle Revenue	Hour 50.12	2.00
Vehicles Operated in Maximu	m Service	Uses of Capital Funds				
Vehicles Operated in Maximu		•		Bus		
·	m Service ectly Purchased	Uses of Capital Funds Rolling	Facilities	Bus Operating Expense per	Operating Expense per	Passenger Trips per
·	ectly Purchased	•	Facilities and Other Total		Operating Expense per Passenger Mile	Passenger Trips per Vehicle Revenue Mile
Dire	ectly Purchased	Rolling		Operating Expense per Vehicle Revenue Mile		
Dire Oper	ectly Purchased ated Transportation	Rolling Stock	and Other Total	Operating Expense per	Passenger Mile	
Dire Oper Bus	ectly Purchased ated Transportation 0	Rolling Stock Bus \$1,391,110	and Other Total \$115,689 \$1,506,799	Operating Expense per Vehicle Revenue Mile \$5.00 \$0.80	Passenger Mile	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	Operating Expense per Vehicle Revenue Mile	Passenger Mile	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	Operating Expense per Vehicle Revenue Mile \$5.00 \$0.80	Passenger Mile 4.00	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	Solution Sol	Passenger Mile 4.00	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	Operating Expense per Vehicle Revenue Mile \$5.00 \$4.00 \$3.00 \$0.60	Passenger Mile 4.00 3.00	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	\$5.00 \$4.00 \$3.00 \$2.00	4.00 3.00 2.00	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	\$5.00 \$4.00 \$3.00 \$1.00 \$0.20	4.00 3.00 2.00	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	\$5.00 \$4.00 \$3.00 \$2.00	4.00 3.00 2.00	
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00	4.00 3.00 2.00 1.00 0.00	Vehicle Revenue Mile
Dire Oper Bus Demand Response	ectly Purchased ated Transportation 31 0 4	Rolling Stock Bus \$1,391,110 Demand Response 0	and Other Total \$115,689 \$1,506,799 0 0	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00 \$95 96 97 98 99	4.00 3.00 2.00 1.00	Vehicle Revenue Mile
Bus Demand Response Total	Purchased Transportation 0 4 31 4	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00 \$95 96 97 98 99 Demand Response	4.00 3.00 2.00 1.00 95 96 97 98 99	Vehicle Revenue Mile 95 96 97 98 99
Bus Demand Response Total Sources of Operating Fun	Purchased Transportation 0 4 31 4	Bus \$1,391,110 Demand Response 0 Total \$1,391,110	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	95 96 97 98 99 Operating Expense per	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 0 4 31 4	Rolling Stock	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00 \$95 96 97 98 99 Demand Response	4.00 3.00 2.00 1.00 95 96 97 98 99	Vehicle Revenue Mile 95 96 97 98 99
Bus Demand Response Total Sources of Operating Fun	Purchased Transportation 0 4 4 4 4 4 4 4	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00 \$95 96 97 98 99 Demand Response Operating Expense per Vehicle Revenue Mile	95 96 97 98 99 Operating Expense per Passenger Mile 4.00 3.00 2.00 1.00 0.00	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 4 4 4 4 4	Rolling Stock	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$3.00 \$1.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00 \$0.00	95 96 97 98 99 Operating Expense per	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 4 4 4 4 4	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$0.60 \$0.60 \$0.40 \$0.20 \$0.00	Passenger Mile 4.00 3.00 2.00 1.00 95 96 97 98 99 Operating Expense per Passenger Mile 0.20	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$0.60 \$0.60 \$0.40 \$0.20 \$0.00 \$1.50 \$0.60 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50	95 96 97 98 99 Operating Expense per Passenger Mile 4.00 3.00 2.00 1.00 0.00	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 4 4 4 4 4	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$2.00 \$1.00 \$95 96 97 98 99 Demand Response Operating Expense per Vehicle Revenue Mile \$1.50 \$1.00 \$1.00 \$1.50	Passenger Mile 4.00 3.00 2.00 1.00 95 96 97 98 99 Operating Expense per Passenger Mile 0.20 0.15	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$0.60 \$0.60 \$0.40 \$0.20 \$0.00 \$1.50 \$0.60 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50 \$2.00 \$1.50	Passenger Mile 4.00 3.00 2.00 1.00 95 96 97 98 99 Operating Expense per Passenger Mile 0.20	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$3.00 \$2.00 \$1.00 \$95 96 97 98 99 Demand Response Operating Expense per Vehicle Revenue Mile \$1.50 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00 \$1.00	Passenger Mile 4.00 3.00 2.00 1.00 0.00 Operating Expense per Passenger Mile 0.20 0.15 0.10	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	\$5.00 \$4.00 \$2.00 \$1.00 \$95 96 97 98 99 Demand Response Operating Expense per Vehicle Revenue Mile \$1.50 \$1.00 \$1.00 \$1.50	Passenger Mile 4.00 3.00 2.00 1.00 95 96 97 98 99 Operating Expense per Passenger Mile 0.20 0.15	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	Specific Street Stree	Passenger Mile 4.00 3.00 2.00 1.00 95 96 97 98 99 Operating Expense per Passenger Mile 0.20 0.15 0.10 0.05	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other 9% 3%	Purchased Transportation 31 0 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$115,689 \$1,506,799	Operating Expense per Vehicle Revenue Mile \$5.00 \$4.00 \$3.00 \$2.00 \$1.00 \$95 96 97 98 99 Demand Response Operating Expense per Vehicle Revenue Mile \$1.50 \$1.00 \$0.50 \$0.50 \$0.00	Passenger Mile 4.00 3.00 2.00 1.00 0.00 Operating Expense per Passenger Mile 0.20 0.15 0.10	95 96 97 98 99 Passenger Trips per
Bus Demand Response Total Sources of Operating Fun Local Other	Purchased Transportation 31 0 4 31 4 ds Expended Fares 18%	Rolling Stock Bus \$1,391,110 Demand Response 0 Total \$1,391,110 Sources of Capital Fun Local State 3%	and Other \$115,689 \$1,506,799 0 \$1,506,799 and State Expended	Specific Street Stree	Passenger Mile 4.00 3.00 2.00 1.00 95 96 97 98 99 Operating Expense per Passenger Mile 0.20 0.15 0.10 0.05	95 96 97 98 99 Passenger Trips per

Data Source: 1999 National Transit Database